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November 2018





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President - Stuart Calhoon From The Driver's Seat



November already!! This year is getting long in the tooth.

There are a couple big electoral opportunities in November – as you probably know, it's time to nominate SCC's 2019 Board of Directors. Most of the positions are open, so it's a great opportunity to step into a Board role. Also, there's this little national election that happened on the 6th. Hopefully you all exercised your right to vote, and hopefully the majority made wise decisions (make America sane again). Seldom in the history of our country have the stakes been so high.

The issues aren't nearly so momentous within SCC. I think our club is in very good shape. As I wind down my 3-year run as President, I believe your Board has done an excellent job working for the health and best interests of the club. There were a couple rocky issues along the way, as usual, but I feel the club is in great shape and is poised for the challenges of the future.

Regarding the SCC elections, the second round of Board nominations occurs on Nov. 7, as I mentioned above, after which nominations will be closed. SCC needs members

willing to do some work. It's wonderful to just show up and enjoy the events that your Board has arranged, but free rides don't go on forever. We need all members to volunteer to help run the club, at some point during their membership. Have you done your share? Also on the 7th, nominees for Corvetter of the Year (COY) will be announced (the nomination period ended on Oct. 31), and you will be asked to approve the Charitable Donation amount as recommended by the Board.

The actual election will occur at the next Business Meeting on Dec. 5. This election will cover the Board, COY, and Charitable Donation recipients (if any). The slate of nominees will be published beforehand, and SCC accepts Absentee ballots, in case you cannot attend the meeting in person. Request an Absentee Ballot from the Election Committee, and then submit your ballot by either postal mail or e-mail prior to the meeting. If you don't know who's on the Election Committee, send me an e-mail (stuvette@gmail.com). We must receive the ballot no later than Dec. 4.

Stuart

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Editor's Note:
Pictures and Text for the SCC trip to Germany will be in the December issue of FCG.

Wanted
Cover Car Photographs
For Future First Class Glass Covers

Contact: Gary Linford
galinford@comcast.net

Cover photo:

On the cover is Dave Johnston's beautiful 2017 Grand Sport Coupe, 8-speed automatic w/active rev-matching, Torch Red exterior with 3LT Kalahari Tan interior, magnetic ride control, slotted disk brake rotors, electronic limited slip differential, 19" & 20" Grand Sport satin black aluminum wheels with red stripe, multi-mode performance exhaust, dry sump oil system, carbon fiber hood stripe and roof panel, Z06 side rocker extensions, Sirius-XM radio, clear vinyl wrap and Ceramic Pro coating. The photo was taken near Stama Winery, Lodi.

Thanks to Dave Johnston for this photo.



Welcome!

Cliff Martin - Membership Director

Greetings fellow SCC members, wow it's been a great year with a wide variety of activities for us all to enjoy. I want to thank the many club members

who had given of their time towards making this a memorable year. The Car Shows, Auto Crosses and the numerous Social activities have brought club members closer together and we have all gained a greater appreciation of one another.

So, as we enter November we are now at 205 members. Joining SCC in November are **David** and **Phyllis Pann** and **Frank Gibeau**; please join with me to welcome these new members.

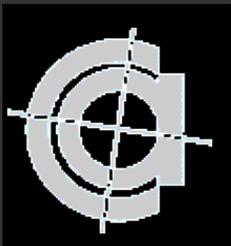
Now as we begin to plan and enjoy the Holiday season with family and friends please also to remember to renew your membership. The Individual Membership renewal is \$78.00 and the Family Membership renewal is \$102.00. Please keep in mind the renewals are due in by Dec. 15th,

any renewals received after that date will be charged an additional \$26.00. I will have renewal forms at the Business meetings as well as those sent out as an email blast with the renewal form attached.

One last note....This is the time of year for SCC Officer elections, our club's success is brought about by the many men and women who give of themselves, so get involved and help make SCC even stronger.

Safe travels...

Cliff



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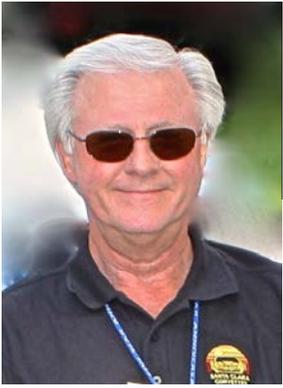


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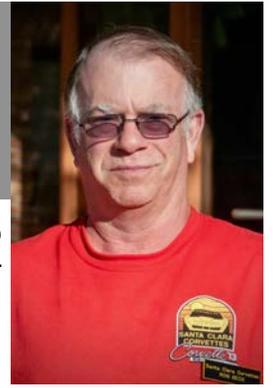
Boardwalk

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Social Directors Gary Leighton & Ron Beck



Our TGIT on October 18th at the Blue Pheasant was a relaxed gathering with great food, service,

and camaraderie among fellow club members. See pictures below for this event.

Gary and Ron

The Bay View BBQ & Blues Event by David and Nicole Wilson

David and I have enjoyed coordinating and hosting quite a few social events over the last few years but some of our favorites have been the Bay View BBQ & Blues events in 2015 and 2016. We really can't take all the credit for the success of the events – when you combine a spectacular venue, great music, delicious food, and good company, there's not much you can do to screw it up.

A few months ago, when we discovered R & W Vineyards, a small private winery nestled in the hills of Cupertino up Montebello Road, we instantly knew we wanted to share our discovery with the club and thought a repeat of the BBQ & Blues Event would be the perfect way to do it. Luckily, Bill and Noel, our gracious hosts, agreed to open up their beautiful home to us and allowed us to put this event on.

About two weeks before the event, we had everything buttoned up – venue ready, sign up list complete, caravan route created, steaks ordered – when we almost had to cancel. We had booked the Derek Abel Band, a staple of the previous Bay View events, to perform, when their drummer learned he had to undergo emergency surgery. Their backup drummer was out of town and all of the

sudden we had no band to perform. Luckily, Noel, one of the winery owners, is part of a bluegrass band who agreed to cover last minute. The event was back on!

Fast forward to Sunday, October 21st, and everything else really fell into place for us –uneventful caravan (thank you Roger for not leaving me behind!), beautiful weather, and while it was a pretty foggy day, the view still couldn't be beat from the back patio. Although the Derek Abel Band really is irreplaceable, the bluegrass band did a great job at keeping us entertained throughout the day. As usual, the highlight of the event was lunch – Derek cooked up the perfect New York strip, and we had amazing wine to go with it from R & W.

Thank you again to Bill & Noel, R & W Winery, Derek Abel, and all others who helped make this happen, for another spectacular BBQ & Blues Event! We hope you had as much fun as we did.

Editor's Note: See pages 12 and 13 for pictures of this wonderful event.



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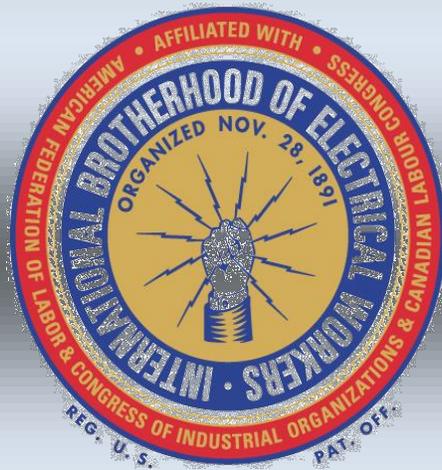
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What's News?

Ray & Betty Gee just welcomed their third grandson into the world. Bailey Clark Quan was born at 7:13 PM on Tuesday, September 18. He was 7 lbs 11 oz and measured 19 3/4". Proud parents Jennifer and Mike and big brother Tyler couldn't be happier.

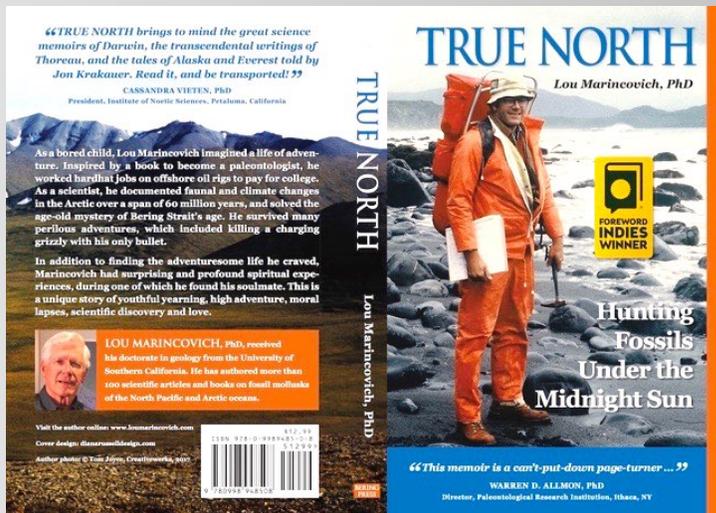


Grandparents Ray and Betty are already buying numerous baby outfits with the Corvette logo on them.

Lou Marincovich's Book News:

Earlier in the year, I announced that my recently published memoir, *True North, Hunting Fossils Under the Midnight Sun*, had won a major national book award. Foreword Reviews magazine, the premiere magazine for independently published books, presented me with a Bronze Medal in the Adventure & Recreation category of its annual book contest. In addition, I was also a Finalist in another national contest put on by the National Indie Excellence Awards organization, being one of six Finalists from over fifty entries in the Memoir category.

Now, just this past week, my memoir has become an Amazon #1 Best Seller. My Amazon book page is at <https://amzn.to/2PKHf2g> for both paperback and Kindle editions. Additional reviews are on [Goodreads.com](https://www.goodreads.com) at <https://bit.ly/2P67tiG>. The book is also available on my website: www.loumarincovich.com



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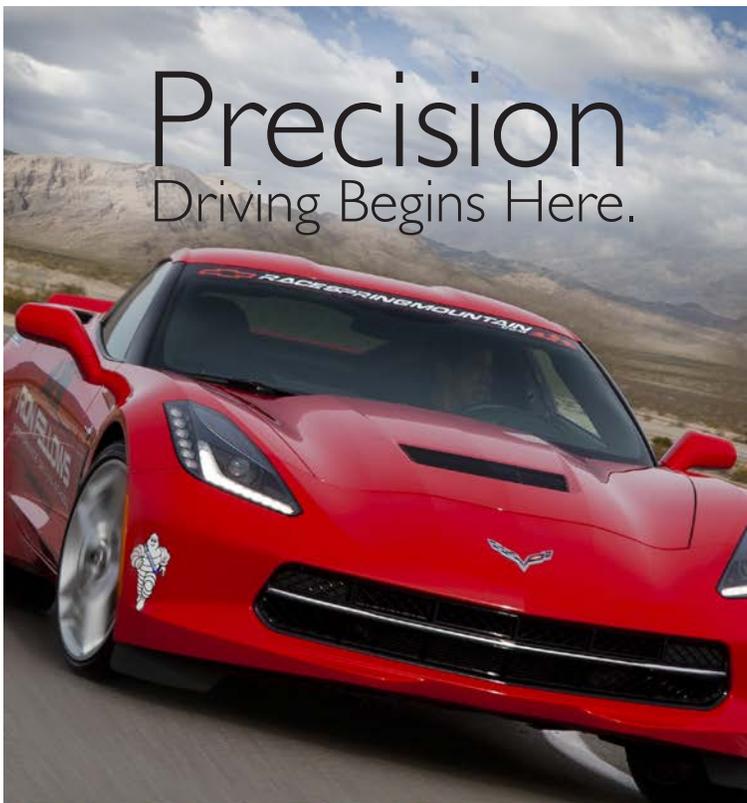
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BAY VIEW BBQ AND BLUES OCTOBER 21, 2018



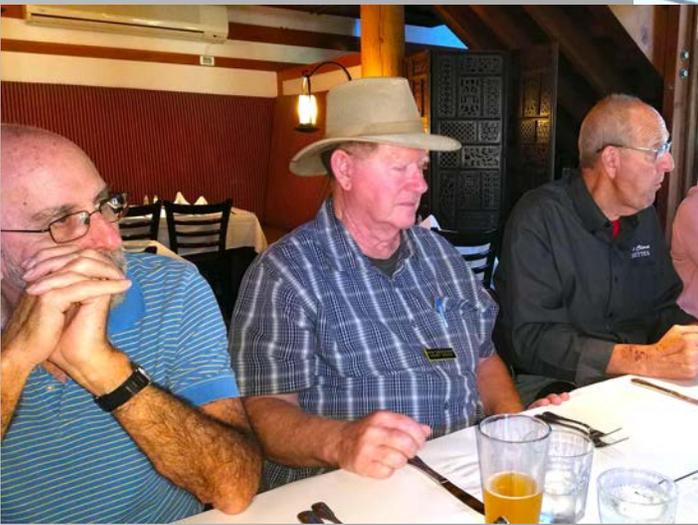
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CORVETTES AT THE CASTLE, LEDSON WINERY, OCTOBER 6, 2018



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Malcolm Lawton: Competition, Motorsports

Welcome to November! By the time you read this, the trick or treaters will have been by your door, and it's time to plan for Thanksgiving. Speaking of Thanksgiving, I am thankful that well qualified individuals have stepped forward to take the reins of Competition and Motorsports. I will be pleased to provide all the support I can. The WSCC has posted their yearend Autocross results:

2018 WSCC AUTOX YEAR END AWARDS BY CLASS

Car #	WSCC #	Club	First	Last	Class	Total Points	Year End Class Place
222	222	DCC	Ralph	Meyer	B1	120	1st
22	222	DCC	Trish	Meyer	B1W	120	1st
77	1711	SCC	Jim	Barnes	B2	120	1st
81	586	SCC	Chris	Petersen	C2	100	1st
816	586	SCC	Miriam	Petersen	C2	80	2nd
78	623	NBCA	William	Donnelly	C2	75	3rd
41	410	SCC	Robert	Courtney	CAM-S	87	1st
94	2354	NBCA	Steve	Boyer	D	120	1st
4	1730	DVC	Leslie	Anders	DW	120	1st
94	2032	NBCA	Barbara	Boyer	DW	96	2nd
7	1490	DVC	Jim	Loveless	E	120	1st
5	1534	SCC	Lee	Klynn	E	80	2nd
1	1558	SCC	Malcolm	Lawton	E	74	3rd
888	3520	SCC	Steve	Smith	E1	108	1st
99	2037	SCC	Mary	Pozzi	E1	96	2nd
77	3998	DVC	Brian	Loer	E1	94	3rd
453	2512	DVC	Helen	Landis	E2	108	1st
103	1191	SCC	Stuart	Calhoun	E2	100	2nd
68	2023	SCC	Collins	Orton	F2	81	1st
55W	1452	DVC	Leslie	Silvers	FW	120	1st
162W	162	NBCA	Karen	Kambur	FW	96	2nd
98	1663	RCCC	Jeff	Glorioso	G	100	1st
45		SCC	Mike	Crocker	G	69	2nd
674	674	SCC	Jerry	Banks	G	67	3rd
1111	111	SCC	John	Warner	G	57	4th
0	530	SCC	Sandy	Mendia	G	48	5th
674	674	SCC	Lois	Banks	GW	116	1st
28	28	NBCA	Mike	Giordano	H	100	1st
134	1748	NBCA	Jeff	Farber	H	77	2nd
97	97	NBCA	Ken	Albers	H	60	3rd
2	28	NBCA	Beverly	Giordano	HW	100	1st
47	387	SCC	Doug	Johnson	H2	120	1st
29	2909	WSCC	Don	Herzer	PE	100	1st

The key thing to remember is that Auto X is about having fun, not focusing on winning! If any of you forgot some of your autocross equipment on the starting grid, please contact John Warner. Speaking of lost and found, included is a picture of a black cylindrical object found on the course. Do you know what this is? (Hint, it comes from a Corvette. At the end of this article, I will disclose what I have been told this is)

As a photo review of the autocross season, please see the pictures below. Often the pictures are about the cars. These focus on the people who make the autocross events work. Many thanks to all who made the autocross events work and to all who came and supported our autocrosses.

Since the season is over, time to think about upgrades to your ride. I'm still thinking about Auto-X tires. Does anyone have experience with Federal 599 RS RR tires? I understand they have a wear rating of 200 and have only a little less stick than a Bridgestone RE-71. A 275/35-19 is \$134!

Hope you have a Great Thanksgiving!

Malcolm

Oh, I almost forgot. That black cylindrical object....I am told it is for the condensate drain on the air conditioning.



CORVETTE: 1990 ZR-1

BY GREG SELZER

Since 1990, ZR-1 has been the model designation for the fastest and most powerful Corvettes. The new ZR-1 has a top speed of 212 mph and produces 755 HP. But in the 1980's Corvette was slowly climbing out of the 1970's emission doldrums and looking to establish itself at the top tier of sports car performance.



1990 Corvette ZR-1

In 1984 the new from the ground up C4 Corvette debuted. It was the biggest upgrade that the Corvette had seen to date. As that car entered production the Corvette team began work on experimental twin turbo engines capable of 400-500 hp, (at a time when production Corvettes were producing 230!). The new C4 chassis demonstrated its capability to handle the power so research continued. Turbos were eventually considered too low tech, (already available on 4 cylinder economy cars), so Corvette decided that the new motor would be an overhead cam V8.

The GM engine organization was busy with other corporate priorities so Corvette approached Lotus to develop the new motor. The requirements were that it had to fit into the new C4, had to have the same bore spacing as the existing small block, needed to produce 400 hp and 400 ft-lbs of torque, and had to be durable enough to comply with GM's 6 yr 60,000 mile drivetrain warranty. The teaming of Lotus and GM would produce one of the best performance engines ever built.

Lotus proposed a 5.7 liter double overhead cam, 4 valve per cylinder, aluminum block and head, V8. Lotus designed the engine to Corvette specifications, and the Corvette team managed engine and vehicle testing as well as US vehicle certifications, including emission and sound requirements.

The new engine was based on an existing 4 .0 liter V8 that Lotus had in works. In order to fit the new engine into the

C4 Corvette the Lotus design team had to revise the cam drive from belts to chain, and even modify the valve angles in the heads. The engine had 32 valves and 16 fuel injectors- one for each intake valve. A key feature of the engine design was the use of twin intake runners for each cylinder. One runner was designed to operate from 0 to the 6000 rpm redline, the second opened up at 3000 rpm and up.



The distinctive look of the ZR-1 LS-5 engine
Note the 16 intake runners and overhead
cam 'valve' cover

The combination provided good drivability and emissions performance, as well as outstanding power when required. The engine management computer was the most sophisticated one at GM to date. In 1990 the final engine, designated LT-5, produced 375 hp and 370 ft lbs of torque, (in 1993 these would increase to 405 and 385 respectively).

Manufacturing of the small production volume, (25/day), aluminum engines would be contracted to Mercury Marine. They would produce the first prototype engines for testing as early as 1987. Their early integration into development work would eventually produce some of the most durable engines in Corvette history.

The extra power would require a new 6 speed transmission as well as larger rear tires. No transmission at GM could handle the power output of the new engine so a new manual transmission was developed with ZF of Germany. To accommodate the larger tires the rear of the car was widened 3 inches. This impacted the doors, rear fenders and rear fascia. The body modifications alone were 20% of the total tooling cost of the ZR-1. The changes to the body were barely noticeable unless a ZR-1 and a stock Corvette were parked side by side. The styling subtleties of the ZR-1 would prove to be a disappointment to potential buyers. The very special car that they were buying didn't look very different from a stock Corvette.

Another new engineering feature of the 1990 ZR-1 was the Selective Ride Control, jointly developed with Bilstein. This was the first use of programmable, in this case servo motor controlled, shock absorber damping. Selective Ride Control was the precursor to the current C7 electromagnetic shock absorbers.

When the 1990 ZR-1 came out, it was the fastest production car of its day. It had a top speed of 180 mph, a 13.4 sec quarter mile time and 0-60 performance of 4.9 seconds. It was faster than a Porsche 911 Turbo, a Ferrari Testarossa, and a Lamborghini Countach. On March 1st, 1990 an SCCA Showroom Stock spec ZR-1 set endurance speed records for 24 hrs, (175 mph), 5000 miles, (173 mph) and 5000 km (175 mph). The ZR-1 firmly established Corvette as one of the best sports cars in the world.

But at what cost?

The technology development required and the low production numbers for the ZR-1 would make the car expensive. In 1990 a stock Corvette cost \$31,979. The \$27,016 ZR-1 option would raise the total price to \$58,995. It was the most expensive car that GM sold. Even so, 3049 would be sold in 1990 but would quickly drop to around 500 cars/year by 1992, staying at that level through its final year, 1995. In total, only 6939 C4 ZR-1's would be built.

No more twin cam motors?

If the LT5 was so great, why did they walk away from it? First, the cost. Because of the complexity and small production volume, the exotic engine cost about \$25,000 more to make than a Generation III small block V8. The small block was also lighter by 205 lbs, and substantially smaller allowing it to be mounted lower in the car, with a lower hood line.

Secondly, the GM engine group continued refining the small block; enhanced computer management; thermal optimization; and improved packaging would yield a 385 hp, LS6 engine for the 2001 Z06, (bumped to 405 hp in 2002). And this was without a supercharger. Yes, it took 5 more years to get there but the Gen III Z06 engines would deliver ZR1 performance at a fraction of the cost. For comparison, the stock LT-1 engine in today's C7 Stingray produces 455 hp. It is this ability to produce high performance sports cars based on large volume production components that make Corvette the performance bargain that it is renowned to be.

Today

To someone looking to buy an older Corvette, C4's are the bargain generation of the Corvette lineage. Considering their giant design step up from the C3's they can be appreciated on their own merits. Above and beyond that, the 1990-1995 ZR-1 technology and performance achievements place it on its own performance pedestal. The LT5 engine positions it uniquely in Corvette history. It



The 1990 ZR-1 after it's March 1989 Press introduction in Geneva, Switzerland

is a one off design that represents the best technology of its day-from around the world.

It is also worth considering the accomplishment of Dave McLellan's Corvette team being able to sell the idea and investment requirements of the C4 ZR-1 within the GM organization. The Corvette was then-considered by some GM executives to be too small a piece of the corporate pie to bother with. Selling a limited production Corvette to them is as much an accomplishment as the car itself.

The ZR-1's history, accomplishments, and limited production should make it a very collectable car. Amazingly, immaculate examples can be purchased for around \$30,000, (or less!). The Hagerty Valuation Tool indicates that the car has held its value over the last 5 years and many Corvette experts believe that the cars will soon begin appreciating in value significantly.

So, how would you like to own a piece of history?

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- McLellan, D. (2002). *Corvette from the inside, the 50 year development history as told by Dave McLellan*. Bently Publishers
- Bingham, P. (1990). *Supercars, Chevrolet Corvette*. Salamander Books, Ltd
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David Johnston: Competition Car Show

Surprisingly enough, there were a number of car shows in October-more than in recent recollection. The October shows were attended by fewer SCC members but what they lacked in numbers they made

up for in enthusiasm.

San Jose Country Club's 8th Annual Motorsports Show was a classy venture with all sorts of cars from Ferrari's to Hot Rods. With two tents-one at each end of the main area-one didn't have to walk too far for an adult beverage. **Rick Riccardi, Joe Ricci and Dave Johnston** enjoyed the cars, the conversation and the buffet lunch.

Corvettes at the Castle, an annual event sponsored by



NCCA and Ledson Winery, was well attended by 9 cars and 14 members. Most parked around the circular driveway and were in the foreground of



the many photos taken of the "Castle". Picnic benches were scattered around under the huge Oak trees that provided welcome shade. Wine tasting was

complimentary, food was available at the winery deli while some brought their own lunches.



Wayne Dorsey, David and Cyndy Jacobson, Rob Lezama and Al Thompson all attended the Corvettes for Vets show at Red Hawk Casino, sponsored by Just For Corvettes with

proceeds going to various veterans organizations. The

unusual venue for the show was inside the parking structure attached to the casino. Jacobsons won Second Place for C5s and, of course, Wayne won some awards (duh?)... Best C7, Best Engine and Best Interior.



The last of the October car shows was the Niello Concours at Serrano (El Dorado Hills). Although Italian Marques were being featured primarily there was a definite secondary presence by Corvette. Our own **Rick Riccardi** received Second Place in the C2 category.

On November 3rd we have the Annual San Jose Classic Chevy Club's Toy and Food Drive Car Show at the Cathedral of Faith (Curtner and Hwy 87). This has been one of SCC's regular events over the years to get everyone into the holiday spirit. Entry fee is an unwrapped toy and some canned goods. Great show so hope to see everyone there to support a great cause and to donate a check to the Second Harvest Food Bank (across the street) after the show. More details can be found on the SCC calendar.



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408-688-6449 dervet07@gmail.com

Appointed Positions

SCC Historian: Keith Mendia

408-268-7411 kmendia@comcast.net

WSCC Representative: Paul Petach

408-257-0340 sultra110@gmail.com

National Corvette Museum Ambassador:

Buzz Marston

408-353-3500 buzz@wscc.ws

Webmaster: Andy Hoepfner

510-449-2639

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408-888-0643 slmendia@comcast.net

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408-267-8849 cambrown47@gmail.com

Club Wear Chair: Shirley Svindal

408-247-4881 svindal2@comcast.net

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FIRST CLASS GLASS

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Incorporated in 1975

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Santa Clara Corvettes

P.O. Box 2634

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SCC Upcoming Events!

NOVEMBER 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

DECEMBER 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- 3 **SJ Chevy Club's 30th Toy&Food**
- 4 **Cars, Bikes, Stars, Vets Car Show**
- 7 **Business Meeting, starts at 7pm**
- 11 **Veterans' Day Parade in San Jose**
- 15 **TGIT Metro City**
- 28 **Board Meeting, starts at 6:30pm**

- 1 **Big Bike Build**
- 5 **Business Meeting, starts at 7pm**
- 15 **SCC Annual Holiday Gift Exchange**

*Some dates may be added after this goes to press so always check the sccorvettes.org website for the most current information

November Birthdays

- 01 – Bill Kojak
- 01 – Kris Orton
- 02 – Bruce Tiernan
- 03 – Richard Gibbons
- 04 – Mitzi Johnston
- 04 – Sharon Kuwada
- 05 – Peter Dyer
- 07 – Richard Brown
- 09 – Lester Brandin
- 11 – Nick Leras
- 12 – David Pann
- 14 – Graham Bruce
- 15 – Yolanda Atkinson
- 16 – Katherine Barbour
- 16 – David Ireland
- 19 – Austin Schipper
- 21 – Dawson Mabey
- 25 – David Profio
- 25 – Pete Sommer

Anniversaries

- 2009 – Daniel Niehans
- 2009 – Tish Niehans
- 2011 – Dana Taylor
- 2011 – Raymond Taylor
- 2012 – Carol Beck
- 2012 – Ron Beck
- 2012 – Leslie Boone
- 2012 – Gary Kono
- 2012 – Mary Ann Kono
- 2013 – Rick Riccardi
- 2014 – Mitzi Johnston
- 2017 – Arlene Kaiser
- 2017 – David Profio
- 2017 – Shari Thompson
- 2017 – Al Thompson
- 2018 – Frank Gibeau
- 2018 – David Pann
- 2018 – Phyllis Pann



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Santa Clara Corvettes is a not-for-profit organization formed to appreciate the Chevrolet Corvette. Our monthly business meetings are held on the first Wednesday of each month at the Los Altos Masonic Building, 146 Main Street in downtown Los Altos (1/2 block up from San Antonio Rd.) Meetings start at 7:00 PM. All interested Corvette owners and enthusiasts are invited to attend. For more information, contact anyone on the Board of Directors, or write to: Santa Clara Corvettes, P.O. Box 2634, Santa Clara, CA 95055-2634. Visit us on the internet at www.sccorvettes.org for info, pictures, and the latest events.